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0A1.0		2000	GRC Objective A1: Reduce aircraft accidents related to icing, weather, poor visibility, and engine problems; develop technology to prevent and suppress aircraft fires.																														
2000A1.2		2000	Complete a report detailing the datalink and communications requirements of current and future weather products and tools.	1Q00	1Q00	K. Martzaklis	6150	AvSP/WxP	GREEN	GREEN	GREEN	Completed. 6100/5600 Paul McMasters																					
2000A1.3		2000	Develop candidate next-generation communication system architectures addressing the timely and accurate dissemination of high-quality graphical weather information	3Q00	2Q00	K. Martzaklis	6150	AvSP/WxP	GREEN	BLUE	GREEN	Completed. Complete early in 2Q00 6100/5600 Paul McMasters																					
0A2.0		2000	GRC Objective A2: Reduce the emissions of aircraft engines designed after 1997 by a factor of three by the year 2007 and by a factor of five by the year 2022.																														
2000A2.1		2000	Demonstrate "smart" turbomachinery concepts to minimize pollutants throughout the mission cycle.	4Q00		R. Corrigan K. Civiaskas	2200	AeroSpace Propulsion & Power Base Propulsion -systems R&T-Base/Turbomachinery and combustion Technology (TCT)	GREEN	GREEN	GREEN	0140 B. Mader																					
2000A2.2	OR1	2000	Complete flametube evaluation of 70% Landing and Take-off (LTO) Nitrogen Oxides (NOx) reduction concepts.	4Q00		J. Rohde	2100	UEET	GREEN	GREEN	GREEN	Testing on schedule in ERB																					
2000A2.3		2000	Complete selections of turbomachinery flow control concepts for fans and compressors that offer promise for use in future propulsion systems for improved performance across the mission cycle and reduced pollutants.	3Q00		K. Civiaskas J. Rohde	2100	UEET	N/A	N/A	N/A	Milestone was planned for completion 3/00 in baseline program plan. Fan and compressor portions of milestone are being split and new dates being developed as part of UEET refresh efforts.																					
2000A2.4		2000	Complete selection of ceramic thermal barrier coating concepts that will be developed as part of a turbine material system development, capable of sustained performance at 3100o F turbine rotor inlet temperature.	4Q00		A.J. Misra	2100	UEET	GREEN	GREEN	GREEN	Initial results from seven new coating compositions show 50 % reduction in thermal conductivity. Another thirteen new coatings are in the process of being tested.																					
2000A2.5		2000	Complete preliminary technology benefits assessment of candidate technologies for contributions to achievement of overall Ultra Efficient Engine Technology (UEET) program goals for performance increase and reduced emissions.	4Q00		B. Plencner	2100	UEET	GREEN	GREEN	GREEN	Initial technology assessments on two commercial aircraft have been completed and reviewed with Dan Goldin.																					
0A3.0		2000	GRC Objective A3: Reduce the perceived noise of future subsonic aircraft engines designed from those designed before 1997 by a factor of two by the year 2007 and by a factor of four by the year 2022.																														

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2000A3.1	OR2	2000	Validate technology to reduce community noise impact by 10 decibels (dB) relative to 1992 technology (engine source noise contribution is a least 6 dB).	4Q00		A. Liang L. Shaw/ D. Huff/ J. Dittmar/ R. Woodward/ G. Hughes/	2200/ 5940	Air Frame Systems /Base R&T	GREEN	GREEN	GREEN	0140 B. Mader On schedule and within cost (no change from previous quarter input). 5000 S. Foust																					
0A4.0		2000	GRC Objective A4: Develop and demonstrate enhanced aviation system throughput by propulsion system enhancements for rotorcraft and an improved airspace communications infrastructure to support free flight.			C. RUSSO	2000																										
2000A4.1		2000	Complete development of a Ku-Band Aeronautical Communications Terminal	1Q00	4Q99	K. Martzaklis	6150	ASC/AATT	GREEN	BLUE	GREEN	Completed 6100/5600 Paul McMasters																					
0A5.0		2000	GRC Objective A5: Reduce aircraft engine design, development, acquisition, and maintenance costs to help achieve a 25-percent reduction in 1997 air travel cost by the year 2007 and a 50-percent reduction by the year 2022.			C. RUSSO	2000																										
2000A5.1		2000	Demonstrate a 900 deg. F silicon carbide (SiC) pressure sensor on an engine.	4Q00		C. Ginty/ G. Beheim	2200/ 5510	AeroSpace Propulsion & Power Base Program Higher Operating Temperature Propulsion Components (HOTPC)	GREEN	GREEN	GREEN	On schedule, no problems. 0140 B. Mader S. Foust 5000																					
0A6.0		2000	GRC Objective A6: Effectively and efficiently close out GRC activities under NASA's High Speed Research Program, which terminates in FY2000.			C. RUSSO	2000																										
0A7.0		2000	GRC Objective A7: Develop low-cost intermittent combustion and turbine engines and single-lever engine controls for General Aviation aircraft.			P. McCALLUM F. BERKOPEG	0140																										
1999A7.3		1999	* By the end of FY1999, complete engine preflight ground tests for both engines.	4Q99		L. Burkardt/ C. Lee	2200/ 5830	Propulsion Systems R&T Base/General Aviation Propulsion (GAP)				The GAP Project was replanned due to technical difficulties. This FY99 GRC SIP milestone was split into two new FY00 milestones, 2000A7.2 and 2000A7.3.																					
2000A7.2	OR7	2000	IC Engine Element: by 3/00 complete Engine/Propeller Integration Test clearing engine design for flight.	2Q00	Late 3Q00	L. Burkardt	2200	Aerospace Propulsion & Power Base/General Aviation Propulsion (GAP)	GREEN	YELLOW	GREEN	Project is on schedule with technical work proceeding well, but there is little room for further slippage. 0140 B. Mader																					
2000A7.3	OR7	2000	Turbine Engine Element: By 5/00 complete Engineering Indendent Review Team (EIRT) Assessment certifying V-Jet II/FJX as flight ready	3Q00		L. Burkardt	0140	Aerospace Propulsion & Power Base/General Aviation Propulsion (GAP)	GREEN	RED	GREEN	Turbine engine demonstration waived by NASA Administrator; replan in progress. 0140 C. Ginty/L. Burkardt																					

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2000A7.1	0R7	2000	Perform flight demonstrations of advanced General Aviation piston and turbine engines at the annual Oshkosh Air Show.	4Q00		L. Burkardt	0140	Aerospace Propulsion & Power Base/General Aviation Propulsion (GAP)				Piston engine demo expected at Oshkosh as planned. Turbine engine demonstration waived by NASA Administrator; replan in progress. 0140 C. Ginty/L. Burkardt																				
									GREEN	RED	GREEN																					
0A8.0		2000	GRC Objective A8: Develop computing and testing tools to reduce aircraft engine design and development time.			C. RUSSO	2000																									